



**EUGENE
AIRPORT**

City of Eugene
Mahlon Sweet Field
28855 Lockheed Drive
Eugene, Oregon 97402-9500
(541) 682-5430
(541) 682-6838 FAX
www.eugeneairport.com

October 1, 2007

Subject: Passenger Facility Charge (PFC) Application to Impose and Use

The Airport is currently processing a new PFC Application and an amendment to an existing application for a period of approximately three (3) years and six (6) months. The FAA process requires a meeting be held to consider this matter. The date for the airline meeting is November 2, 2007 at 9:00 a.m. PST at the Airport Administration Office. If airlines choose to submit written comments in lieu of attending the meeting, we will provide those comments to the FAA.

There have been no changes on the Level of PFC's Required (\$4.50). The Request for Exemption of Air Carriers is attached. The current legal expiration date is May 1, 2009. The proposed Effective Date is January 1, 2008, and the Proposed Expiration Date is August 1, 2011. Total estimated amount of PFC Revenues is \$5,207,046 (\$4,450,000 for the new PFC application and \$757,046 for the PFC amendment). With the reduction in PFC authorization of \$1,297,171 with the closeout of 93-01-C-00-EUG, the net PFC impact is \$3,909,875, or an approximate 2.5 year extension of the current legal expiration date.

Enclosed are the materials needed for the PFC Consultation meeting. Please review the documents and comment accordingly as required by the FAA.

Sincerely,

Timothy Doll, A.A.E.
Airport Director

Eugene Airport
Passenger Facility Charge Program
Exemption

Class of Carriers to be Exempted
From Collection of PFC

1. **Exemption:** Nonscheduled/On-Demand Air Carriers, filing FAA Form 1800-31.
2. **Names of Carriers Serving Eugene Airport in 2006 Belonging to the Exempted Class:**
 - Jet Solutions LLC (J7SA)
 - Mercy Flights, Inc. (GCSA)
 - Metro Aviation, Inc. (HDNA)
 - Modesto Executive Air Charter, Inc. (CUXA)
 - Superior Air Charter, Inc. (XUPA)
 - The Air Group, Inc. (ACNA)
 - Western Aircraft, Inc. (WUXA)
3. **Estimated Number of Passengers Enplaned by Exempted Class:** In 2006, the number of passengers reported to the FAA by the proposed exempt class was 189.
4. **Justification for Class Exemption:** The percentage of passenger traffic represented by this class of carrier represents 0.05 percent of the total passenger traffic enplaned in 2006. The airport proposes this exemption based on the cost and difficulty of collection associated with these carriers and the fact that these enplanements represent less than one percent of the 360,877 enplanements reported in 2006. The management of the Eugene Airport will monitor the enplanement activity of the proposed exempt class.

**Eugene Airport
Passenger Facility Charge Program
Summary of Proposed PFC Projects**

Action Item:	Agree / Disagree
Project Name:	Terminal Ramp Rehab – Phase 1
Project Description:	Remove and replace the Concrete at Gates A2, A3 & A3-1/2.
Project Justification:	The existing concrete ramp was constructed in 1984 and most recently evaluated by the pavement management study in 2005. The results of the study indicate that by 2010, the useful remaining life of the structure is 0. Although imminent or catastrophic failure will not occur, the ramp is generating a significant amount of FOD from both surface raveling and cracking of the joints and concrete panels. This FOD poses an increasing maintenance challenge and is a continuous risk to aircraft operating on the ramp.
Proposed Project Budget:	PFC \$1,200,000

Action Item:	Agree / Disagree
Project Name:	Baggage Screening Area
Project Description:	Design and construct an addition to the Terminal to the west of the current airline baggage make-up areas. The additional space will accommodate the relocation of the TSA's baggage screening CT-80s from the lobby to a "behind-the-scenes" location.
Project Justification:	This will allow each airline and the airport to provide a higher level of customer service. In addition, it allows the lobby to again be available for passenger and airline use. The relocation of the CT-80s is a step in consolidating TSA's activities to a single area and will improve their operational efficiency.
Proposed Project Budget:	PFC \$3,250,000
